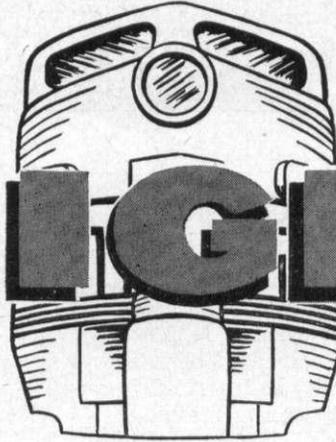
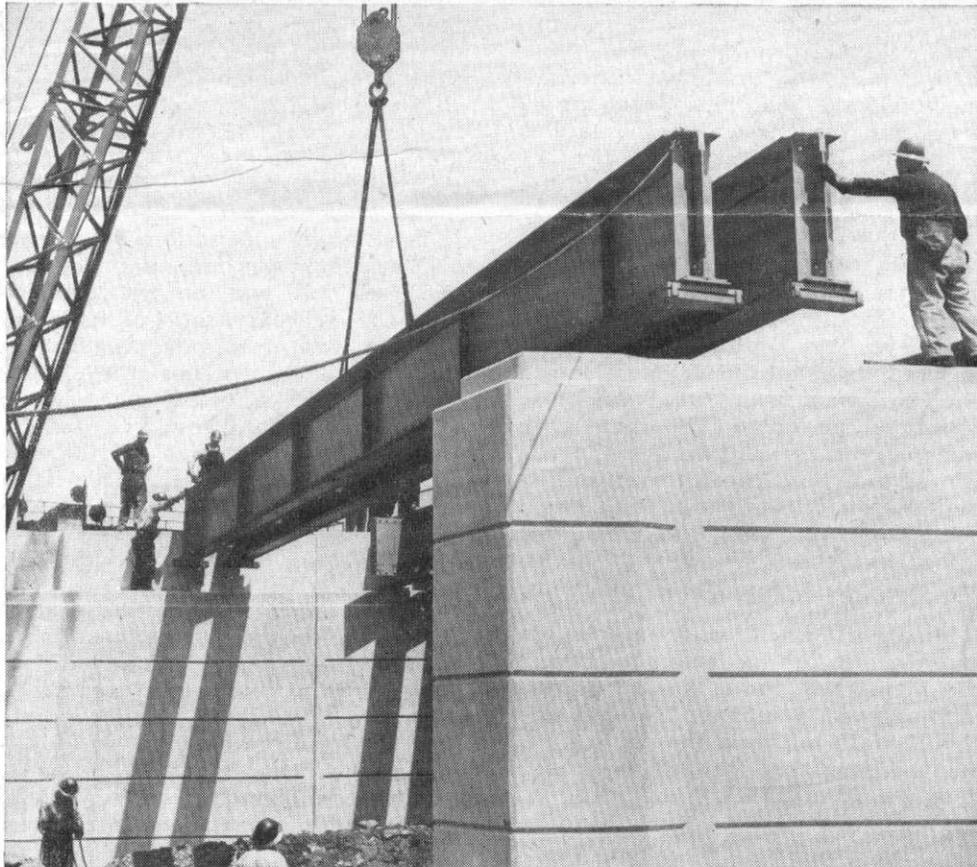




# HEADLIGHT



JUNE, 1953



FIRST GIRDERS are set in position on the concrete piers of the Central's new main line bridge being built across the Harlem River in New York. Bridge will cost NYC about \$18,000,000.

## Make NYC Service Still Better Is Goal Of New Research

The Central is broadening its use of research as a tool with which to further improve service and increase efficiency.

A transportation research group has been set up within the new Management Services organization in the Operating department. The group will go after facts, figures and ideas on many phases of railroading.

"The scope of this research will be as broad as railroading itself," V. L. Nelson, Assistant Vice President-Management Services, said in announcing establishment of the group. "The principal goals will be to further improve service and efficiency in our operations."

Fred N. Nye has been named to the new position of Director of Transportation Research, heading the new activity.

### First project under way

First major project undertaken by the research group is a "flow study" of the Central System's freight traffic. With the cooperation of thousands of employees all over the railroad, special tab was kept on the movement of all freight cars loaded, received and delivered on the System during the last two weeks of May.

Daily reports went to the various division headquarters from yards, stations and interchange points. The divisions sent them on to the Car Accounting office at Buffalo, where key-punch operators translated the information into tiny perforations in thousands of cards.

### Machines tabulate results

By running these cards through brain-like electronic machines, the Central's researchers can come up with a full-scale picture of the movement of freight over the Central's 10,700 miles of route during a typical two-week period.

Months of planning preceded the ac-  
(Continued on page 12)

## Girders Go Up for \$18,000,000 Bridge

The first steelwork has been erected on the Central's new \$18,000,000 four-track twin-lift bridge over the Harlem River in New York.

The first girder was set in place after completion of such preliminaries as driving compressed air caissons 81 feet below water level for the main piers, pouring of five concrete piers and of shore approaches. This work required 70,000 barrels of cement. The superstructure of the bridge will take 14,000 tons of steel.

Construction is proceeding under the watchful eyes of the daily thousands of NYC passengers who ride by on trains going to and from Grand Central Terminal.

About 75 per cent of the traffic over

the new bridge will be commuter trains. Yet the cost of the span equals about twice the total revenue the Central receives from its New York area commuters in a whole year.

The new vertical lift-bridge actually will be two identical bridges side by side. Each will carry two of the Central's main tracks. They are being built immediately to the west of the swing bridge which presently carries the tracks over the river. Each of the sections of the new bridge will have a 340-foot lift-span weighing 1,400 tons. Each will have its own 219-foot towers and lift machinery. This design was adopted so that if either set of machinery were ever to stall in raised position, the other set could still

(Continued on page 12)

## Industries Locate on NYC Sites

Close cooperation between the Central and local businessmen is building a new industrial development along the Central's tracks in Syracuse, N. Y. Four new plants have already been built in the area and are using NYC freight service. Twenty-three others are negotiating for sites.

The Central recently completed a new spur to serve the four new plants in the development, named Syracuse Industrial Park.

The Park includes 571 acres of former farm land on the north side of the Central tracks, three miles from the heart of downtown Syracuse. The Eagan Real Estate Co. is selling 400 acres of the land. The remainder, owned by the Syracuse Supply Co., is being sold by The Pomeroy Organization, Inc. The area has sources of water supply, gas, electricity and sewers either on the individual sites or within easy access.

Although the Central's tracks form the southern boundary of the development, NYC will have to give top service to meet stiff competition from other means of transportation within easy reach of the area. The New York State Thruway forms the northern boundary of the park and an airport is one mile to the north.

Syracuse Industrial Park is part of the Central's Industrial Development department's continuing program of selling Central locations to industry. Last year 336 new plants were located along NYC. It is estimated they will

produce about 125,000 carloads of freight annually.

## Mixed Freight

George Stayde, NYC Ticket Clerk at Muncie, Ind., has news for Diogenes. The world's most honest man walked in on George at the ticket office one evening recently.

"Is that the New York Central's line over there?" he asked. Informed it was, he asked the distance and fare from Bellefontaine, O., to Muncie. The distance, George told him, is about 89 miles and the one-way coach fare is \$3.04, plus 15 per cent federal tax.

"How much on freight trains?" the stranger asked.

Gulping, George explained that there was no such rate and that, besides, freight trains don't carry passengers.

"Oh yes they do," insisted the man. "I just rode here from Bellefontaine on one and I want to pay for the ride."

George presented the man with some literature pointing out the advantages of NYC coach travel and an invitation to "next time take the train—the passenger train, that is."

## MC Retakes Safety Lead

Michigan Central moved back into first place in on-the-job safety among the bigger sections of the NYC System, based on figures for March.

MC's ratio of accidents per million man-hours worked was 3.94, compared with a ratio of 9.36 in February.

Second place in this group during March went to the Big Four District with a ratio of 6.97. Big Four had held first place in February with a ratio of 6.82. Line East moved from fourth to third place with 9.76 against 11.75 in February. Fourth place in March went to Line West with a ratio of 9.92, compared with 9.36 in February.

Among the smaller roads in the System, Peoria & Eastern continued to hold first place with a perfect record of no on-the-job accidents for the third straight month.

During March, the other roads in this group rated: Chicago River & Indiana, 4.60; Boston & Albany, 5.02; Pittsburgh & Lake Erie, 9.63; and Indiana Harbor Belt, 14.58.

The System-wide ratio in March was 9.03 accidents per million man-hours worked. This was an improvement over the February ratio of 9.78. For the first three months of this year, the System-wide ratio stands at 9.03, compared with 10.74 for the same period of 1952.

## New L.C.L. Schedule Issued

Central freight agents are distributing a new schedule of NYC's less-than-carload merchandise freight.

Designed as a handy reference guide for shippers who want fast l.c.l. service, the schedule contains a complete listing of NYC's merchandise carlines to and from System and off-line points. Also shown are schedules for coordinated truck service which will make certain that shipments reach transfer points in time to meet merchandise cars.

The attractive 34-page booklet includes an index of NYC freight stations and shows what services are available at each.

## Voting Of Shares Sets Record

The Central's 1953 annual meeting, held May 27, saw both attendance and representation of shares at a record high in the company's history.

A total of 5,430,232 shares, or 82.4 per cent of all outstanding, were voted to reelect the Central's 15 directors.

About 480 people—including a number of Central employee-shareowners—gathered in the ballroom of the Hotel Ten Eyck, Albany, N. Y., for the meeting. Some 340 of them had traveled from New York City on a special train.

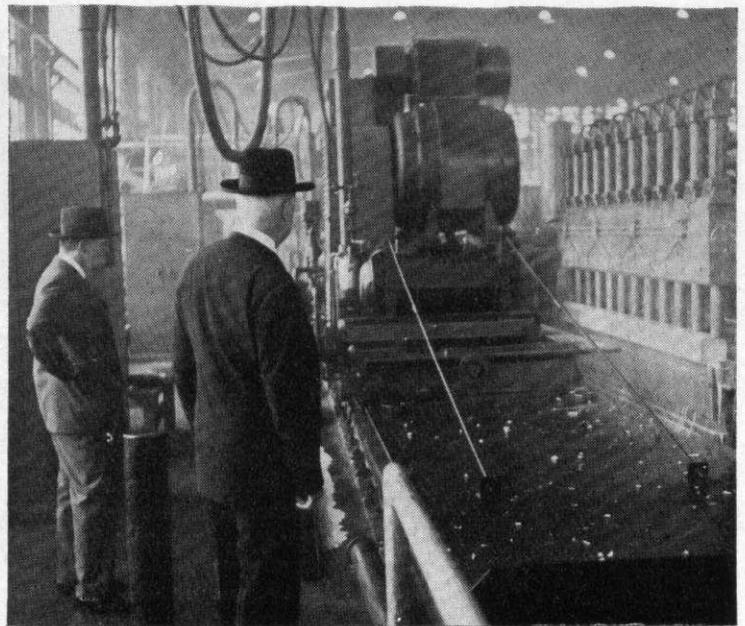
Those at the meeting heard President William White report on the Central's current situation and future prospects. He announced that in the first four months of this year the Cen-



NEW DIESELS are beginning to roll from builders' assembly lines to fill NYC's recent order for 164 more units for its steadily growing fleet. These three are first units in latest order to be turned out by Electro-Motive Division of General Motors Corp. at LaGrange, Ill., plant.



OFFICERS AND DIRECTORS, visiting Benson Mines, N. Y., on inspection trip, watch Agent Ruth Trimm hand up train orders to conductor of freight passing station. Benson is site of large-scale iron ore mining from which NYC gets sizable volume of freight traffic.



A. B. DICK, Jr. (left), and James A. Farley, New York Central Directors, view machinery in Aluminum Co. of America plant at Massena, N.Y. Directors and officers of the Central visited the big Alcoa plant there during their recent inspection tour of parts of System.

tral had operating revenues of \$273,-676,378. Net income for the four months was \$10,269,710.

He told shareowners that earnings at this rate "are not anywhere near adequate." The Central represents an investment of more than \$2 billion, he pointed out, and would have to earn a net income of about \$95 million a year to show a 6 per cent rate of return. If that could be done for a period of years, he said, the railroad would be "healthy but far from rich."

After the meeting, 12 of the directors and a number of the Central's officers made an inspection trip over parts of the System, including the Adirondack and St. Lawrence Divisions (see pictures).

### Added Convenience at Chicago

A new train-to-train luggage transfer service is now available to through passengers using the Twentieth Century Limited or Commodore Vanderbilt between New York and Chicago and the Rock Island Railroad's Golden State Limited west of Chicago as far as Los Angeles. The service is available both west-bound and east-bound.

Travelers using either the Century or Commodore into LaSalle Street Station and leaving on the Golden State the same day may make arrangements for the new service with the Pullman porter before arrival in Chicago.

Luggage is transferred from one train to the other and placed in the passenger's Pullman accommodation without the necessity for checking between trains.

This is the first time such a transfer service has been offered in Chicago.

### NYC Host on Harbor Tour

The New York Central was co-host with the Port of New York Authority

recently for New York-New Jersey port inspection tour.

About 400 persons, including television cameramen and a number of Central, officials, were guests of the Port Authority on the Central's ferry boat, "Weehawken," for a four-hour cruise.

A Port Authority announcer described the port facilities including those of the Central's Marine department to the those on board the ferry—mostly men representing shipping departments of various industries.

Representatives of the Central included F. B. Hank, General Manager of the New York Terminal District and A. W. Dietrich, Assistant Superintendent of NYC's Marine department.

### Summer Timetables in Effect

The 1953 summer edition of the Central's passenger timetables is in circulation, taking effect June 14.

Among changes shown in train equipment listings, passengers will find coaches available on the *Detroit* for the first time. The *Detroit*, operating daily in both directions between New York and Detroit, has been an all-Pullman train until now.

The new timetables contain complete listings of NYC service to such popular resort areas as the Adirondacks, Berkshires, Laurentians and northern Michigan, as well as to connecting points with other roads.

## Have You Heard the NYC Song?

Central people will be anxious to hear the new novelty song that features their railroad. It's called "A Jersey Tomato and an Idaho Potato on a New York Central Train." Records are on sale now and sheet music will be out soon.

Featuring catchy lyrics and an unusual rhythm, the tune is considered to have a good chance of becoming a hit. If it does, people all over the country will soon be humming, whistling and singing about the Central.

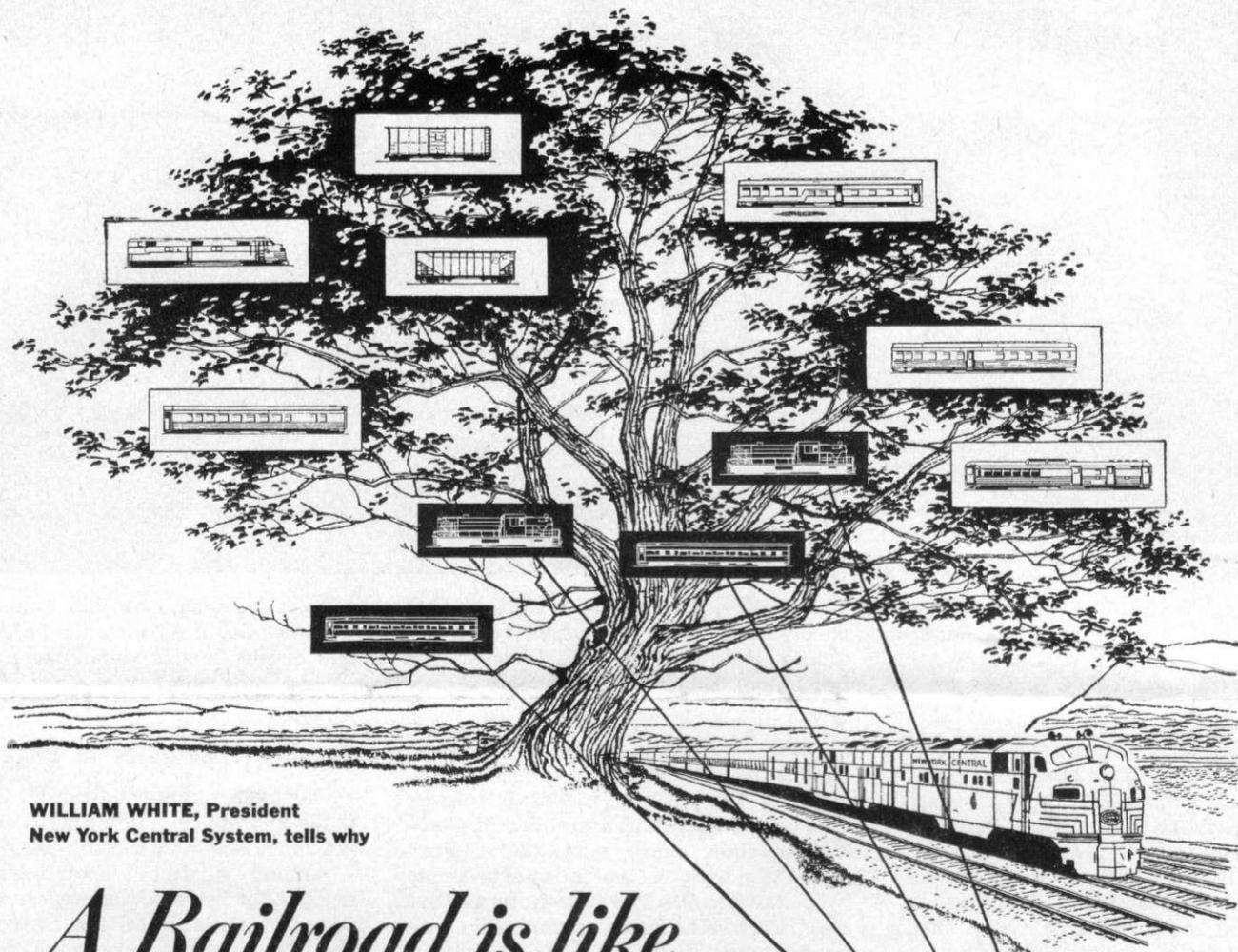
The "tomato" and "potato" in the song are a girl from New Jersey and boy from Idaho who meet on a Central train, fall in love and get married. Inspiration for the tune came to composer Jerry Saunders while he was traveling

on NYC's *Pacemaker* recently. He sat at a table in the dining car with a New Jersey girl and an Idaho boy who had just met.

The recording of the song, under a Coral label, features Jerry singing and a "new sound" type of background music. Eight mandolins furnish a steady rhythm suggesting smooth train movement.

A Central coach, garnished with tomatoes and potatoes will be on the cover of the sheet music, to be published by Pitch-Pipe Music Co.

You'll find the records and the sheet music in most song stores, or the store will order them for you. Disc jockeys on NYC's early-morning radio shows in major cities are boosting the tune, and it may appear in juke boxes.



**WILLIAM WHITE, President**  
**New York Central System, tells why**

## *A Railroad is like an Apple Tree...*

**To make New York Central produce still finer passenger and freight service for you, we *must* prune away the unneeded, *little-used trains* that waste this Railroad's strength.**

**Y**OU HAVE TO PRUNE AWAY the wasteful growth and the dead wood on an apple tree. For only then can it pour its full strength into the big, quality fruit people want.

It's the same with a railroad.

That's why we are studying passenger trains on New York Central to see which are the unneeded and little-used ones that can't be built up to a sound earning basis... and should therefore be "pruned away."

We know there are a great many such trains. We know, too, that they added many millions to our 1952 passenger train service loss of \$51 million. They were an unwarranted drain on our freight operations. They wasted millions that could have further improved and streamlined the New York Central passenger runs which people *do* need and use.

### **The Kind of Trains that "Never Will Be Missed"**

While the number of these money-losing

trains is large, dropping them would mean a very, very small inconvenience to the traveling public.

Most are branch-line and short-haul locals. They were needed in horse-and-buggy days. But they have long since been deserted by the vast majority of their passengers because the family car is more flexible for short trips.

Today, with an automobile for every 1 1/10 families in America, some of these trains habitually carry more crew than passengers. Others average as little as 1¢ a mile in total revenue from passengers!

Obviously, such trains would hardly be missed by the traveling public. And, if substitute transportation is needed for the mail and express now carried aboard some of these trains, this can readily be provided along paralleling highways.

### **"Passenger Service Deficits Most Serious Problem," say Commissioners**

The National Association of Railroad and

Utilities Commissioners has given much study to this question of money-losing trains. These public officials, responsible for railroad regulation in their individual states, call passenger deficits the industry's most serious problem.

Recently, the Association urged that regulatory bodies "should adhere vigorously to the principle that where the service cannot be made compensatory, its abandonment should be permitted."

New York Central's plan to prune out unneeded, losing trains conforms exactly with this well-informed and disinterested recommendation.

### **Top Quality Trains that Can Earn Their Way**

Far from "going out of the passenger business," New York Central has done much to provide ever greater comfort, convenience and dependability on passenger runs that can "earn their keep." And we shall go on doing more to assure pas-

# Ad Spells Out Problem Vital to All NYC Employees

The advertisement reproduced on these pages has appeared in 68 daily newspapers in cities along the Central's lines and in two national magazines.

This ad, in the form of a message from President William White, has called the attention of an estimated 38,000,000 people to a problem which seriously affects every man and woman working for the Central. If the problem of little-used, money-losing trains can be solved, the Central will be a stronger railroad, better able to provide good, secure jobs.

When the Central goes before a state commission and asks for authority to discontinue a money-losing passenger train, protests are frequently heard from railroad labor organizations. They say they are trying to protect their members' jobs. They would do this by insisting that trains be kept on even though they don't do enough business to pay the costs of running them.

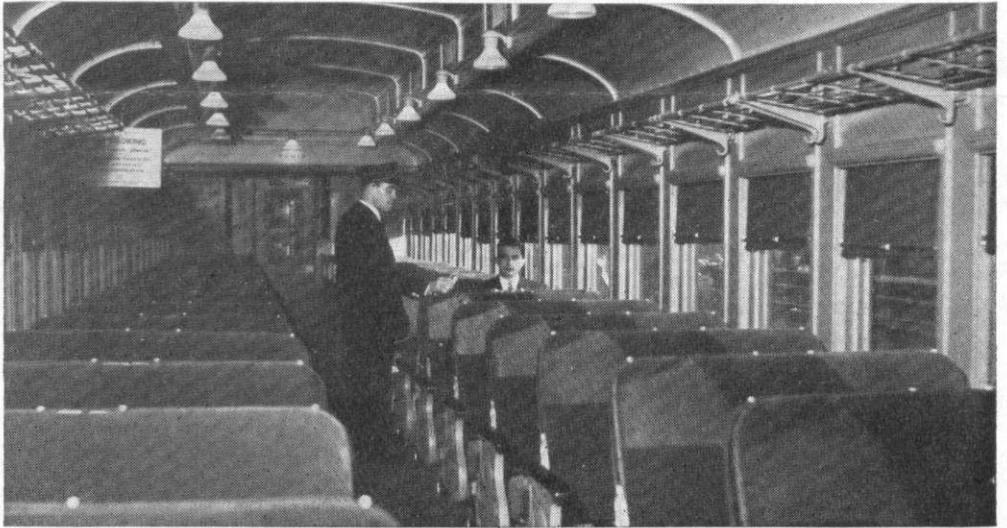
Actually, there's only one real way to protect railroad passenger service jobs, and that is to restore passenger train operations to good financial health. A passenger service that loses \$51,000,000 a year—as NYC's did in 1952—is a threat to all jobs on the railroad. The huge passenger deficit slows up the Central's efforts to make more service improvements. This makes it harder to secure the higher volume of business which can provide true job security.

Even from a very short-range viewpoint, crew members now assigned to money-losing trains would feel much less effect from discontinuance of those trains than is sometimes claimed. An average of about 50 engine and train service men retire from work on the Central every month, opening up jobs for which men from the discontinued runs frequently would be eligible.

Looking ahead, beyond the immediate moment, the future of passenger service jobs on NYC will be much brighter if the service as a whole can be strengthened by eliminating the deficit



TOP-NOTCH equipment and service draw customers, keep jobs secure, on runs where traffic potential exists. But you can't keep improving if branch line losses eat up funds.



EMPTY SEATS on little-used branch line or local trains are an unhealthy sign for railroad and railroad jobs. A job in any industry can't be sounder than the business it's based on.

trains, and by further improving the others. The surest job in passenger service is a job on a train well filled with passengers.

While they can't reach millions the way an advertisement does, Central men and women can do a lot to create public

understanding of the Central's policy regarding passenger service. By explaining the problem of money-losing trains to customers and others who may be interested in it, NYC employees can help solve the problem and thus help their own jobs.

sengers on such runs a quality service second to none.

In seven years, we've invested \$125 million in new streamlined equipment. That's more than *any* other railroad.

We've added 856 new passenger train cars to our fleet. We've also modernized several hundred recent pre-war cars with air-conditioning, new easy-chair seats and fluorescent lights.

We've bought 301 diesel locomotive units for passenger use. We were also the first railroad to buy Beeliners... the new self-powered rail-diesel cars.

Already, virtually all our long distance and commuter trains have clean, smooth electric or diesel-electric power. By this fall, both freight and passenger service east of Cleveland will be 100% dieselized

... as well as all passenger trains east of Detroit.

## New Time and Money Saving Tickets

Right now we are conducting a one-city test of an entirely new plan to make ticket and reservation buying quicker and easier for our passengers.

We've also introduced special Family Tickets that save parents up to 50% or more on coach round trips with youngsters.

We've put in a Group Plan that lets three or more adults, traveling together, each save 25% on many coach round trips.

## All Aimed at Finer Passenger Service

These progressive steps... new equip-

ment... more efficient ticket handling... incentive tickets... all have the same purpose. To provide finer travel on a sound earning basis.

But not even the strongest railroad can go on investing in progress when its strength is drained by a \$51 million annual passenger train service deficit.

That is why we *must* prune out unneeded, money-losing trains. For only then can everyone... passengers, shippers, workers and shareowners alike... enjoy the full fruits of quality railroading.

PRESIDENT

# Centralines

Albert J. Hassett, brakeman on NYC's Hudson Division, is a spare-time author. His "Hudson Division Brakeman" will run in installments in "Railroad" magazine starting with the June issue . . . John A. DeRonde of Albany, N. Y., recently became a full-fledged lawyer when he was admitted to practice in New York State. An Air Force pilot during World War II, Mr. DeRonde paid his way through law school with his earnings as a Central locomotive fireman . . . Ernest G. Doddridge, who recently retired as NYC Engineman, was speaker at 15th annual dinner of National Railway Historical Society of Buffalo. He discussed his 51 years as a Central man.



Mr. Hassett

Marjorie M. Wheaty, Clerk in the office of the New England Freight Agent at Boston, has been elected second vice president of the Women's Traffic Club of New England for the coming year . . . Kenneth B. Sweeney, Bridge and Building Inspector at Rochester, N. Y., is getting congratulations on graduation of son Kenneth J. from the U. S. Military Academy at West Point this month . . . Willard F. Place, NYC's Vice President, Finance, has been elected a director of the Commerce & Industry Association of New York.

John E. McDonald, NYC Attorney at New York, was guest speaker at spring meeting of New York chapter of Association of ICC Practitioners, held at Traffic Club of New York. His subject was, "The Necessity for Thinking—Most Urgent Need in Transportation Today." . . . R. J. Tiffany, Assistant General Freight Claim Agent at Buffalo, spoke at Furniture Traffic Conference sponsored by National Association of Furniture Manufacturers . . . NYC dining car menus will feature chicken dishes on Father's Day, June 21, as part of campaign by Poultry and Egg National Board to boost popularity of poultry and eggs.

Metropolitan chapter of the NYC Veterans Association in New York held its annual spring meeting last month. Boxing bouts, an exhibition of judo techniques and a movie were on the program for the 250 members who attended . . . Unusual passengers on the 20th Century Limited recently were 20 parakeets, one parrot and three poodles, who made the trip from Chicago to New York in specially constructed cases . . . A. J. Doult, retired NYC Section Foreman, and Mrs. Doult recently celebrated their 73rd wedding anniversary at their home in Franklin, Pa. Mr. Doult is 93; his wife 91 . . . Dr. William M. Markel, medical administrator of the Red Cross blood program in New York, wrote to NYC President William White to express the Red Cross' appreciation for blood donated by NYC and Pullman Company employes during recent blood donor campaign conducted in metropolitan New York area. Over 1,000 pints of blood were donated during the drive. "The Red Cross is particularly gratified by the splendid work of the Central blood bank committee," Dr. Markel wrote.

Earl N. Taraldsen will become executive director of the Grand Central Branch of the YMCA in New York September 1, succeeding Paul A. Danielson, who is retiring. He'll be fifth man to hold post in branch's 78-year history . . . Josephine Ryan, Secretary to the Central's General Attorney at Cleveland, was elected secretary of the National Railway Business Women's Association at the group's recent convention in St. Louis . . . A paper entitled "Keystone of Railroading: The Division Superintendent," prepared by Douglass Campbell, Assistant Superintendent of the Cleveland Division, will be presented before the Pan-American Railroad Congress in Washington, D. C. this month.



Mr. Taraldsen

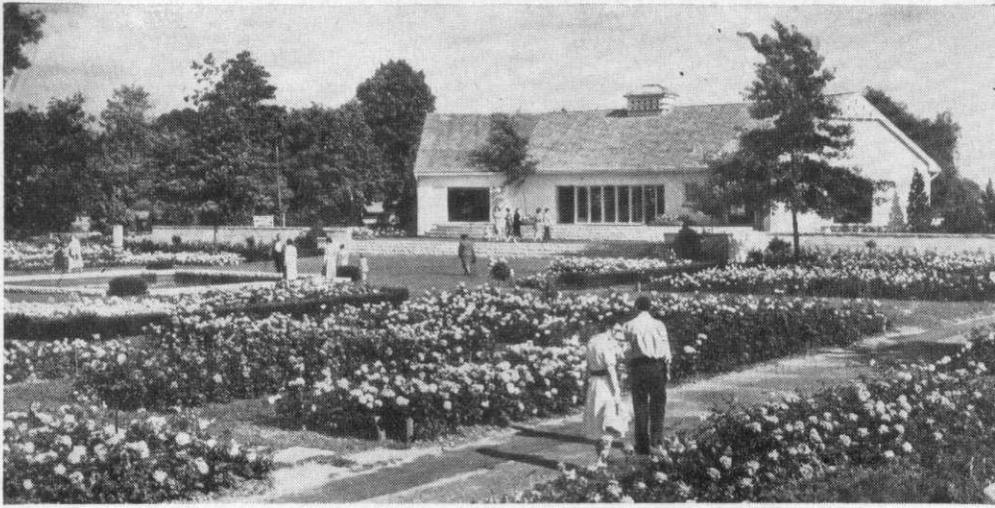
## Railroad Quiz

Answers on page 10

- How are railroad crossties creosoted?
  - by painting
  - by spraying
  - by pressure treatment
  - by dipping
- What is a block in a railroad signal system?
  - a certain type of semaphore
  - a length of track of defined limits
  - a system of red and green lights
  - a barricade across the tracks
- Approximately what percentage of NYC's passenger locomotive-hours were diesel-operated in 1952?
  - 60 per cent
  - 45 per cent
  - 75 per cent
  - 50 per cent
- What is the approximate cost of a standard steel box car?
  - \$3,500
  - \$6,500
  - \$9,500
  - \$1,500
- At what System point are general repairs on NYC diesels concentrated?
  - Harmon, N. Y.
  - Collinwood, O.
  - Niles, Mich.
  - Watertown, N. Y.
- How many journal boxes are there on a standard freight car?
  - eight
  - ten
  - six
  - four
- What is the thickness of a crosstie in main line service?
  - six inches
  - ten inches
  - seven inches
  - four inches
- In railroad usage, what makes a railroad a "Class I" road?
  - good service
  - annual operating revenues of over \$1,000,000
  - fancy equipment
  - fast schedules
- Which of these railroaders was not a real person?
  - John B. Jervis
  - Casey Jones
  - Bob Butterfield
  - Tom Swift
- When can a locomotive without cars attached be classed as a train?
  - never
  - as soon as it leaves the engine terminal
  - when its crew is aboard
  - when displaying markers



"Harry's still paying off his election bet with Engineer Cassidy."



ROSE BEDS spread out in both formal and informal arrangements in front of big garden house which dominates one end of 17-acre rose garden at Newark, N.Y. Experts give free talks here on rose growing. Its big windows give visitors view of the entire garden.



BOUQUET is gift of J&P head C. H. Perkins to Connie Bannister, famed photographer. She came NYC to "shoot" parade.

## Roses go by rail

THE rose capital of the world is located on the Central. Newark, N. Y., a town of 10,000 about 30 miles east of Rochester, claims that honor. It's headquarters for the Jackson & Perkins Co., world's largest rose grower.

From October through April each year, over 200 carloads of rose plants a month move into Newark via NYC. They come from six other J&P growing centers located in New Jersey, Pennsylvania, Indiana, Delaware, Arizona and California. The plants—about 35,000 of them to the carload—are shipped during the fall and winter months, the best time for transplanting.

The plants are two years old when they're shipped to Newark. There they are sorted, graded and packaged for shipment to hundreds of thousands of gardeners all over the world. J&P's business is mainly mail order. Most of the shipments out of Newark go via U. S. Mail or Railway Express. The Central takes an average of three loaded express cars out of Newark every day.

From June 15 to July 4 every year a rose festival is held at the 17-acre J&P garden in Newark, the biggest rose garden anywhere. The garden contains over 36,000 individual plants which burst into more than 2,000,000 blossoms, reaching their peak at festival time. Thousands

of visitors tour the garden during the festival, many of them reaching Newark by NYC.

Healthy, attractive flowers, like those used to make the colorful floats for the parade, are eagerly sought by people who want beautiful rose gardens at home. To meet this demand, botanists carry on endless research to develop greater beauty, fragrance and hardiness in plants. The 200 varieties of roses in the J&P garden are the result of many years of hybridizing and research in rose cultivation. The product of this research boosts J&P business, which in turn means more traffic on the Central.

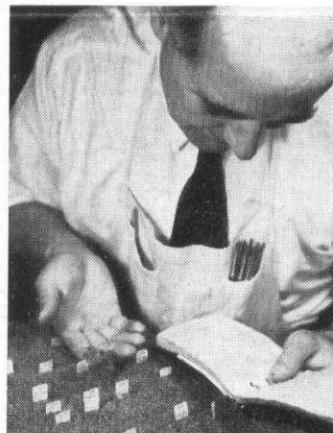
At J&P, research is headed by Eugene S. Boerner, who holds more patents for new roses than any other hybridizer in history. The development of a new rose takes as long as seven or eight years, during which Mr. Boerner patiently checks the results of many cross-breedings. After he comes up with a promising new variety, it is tested for another two years in gardens throughout the country for its hardiness in various climates, color, fragrance and resistance to floral diseases.

Because they will grow well in most average garden soils, roses have become the most popular home-grown flower, according to a recent opinion survey made among gardeners. About 750,000 customers a year buy plants from J&P and all of the roses they buy ride in NYC trains.

The J&P garden is open to visitors all summer long, free of charge. Many vacationers add Newark to their list of stops and enjoy a visit to this colorful display of the queen of flowers.



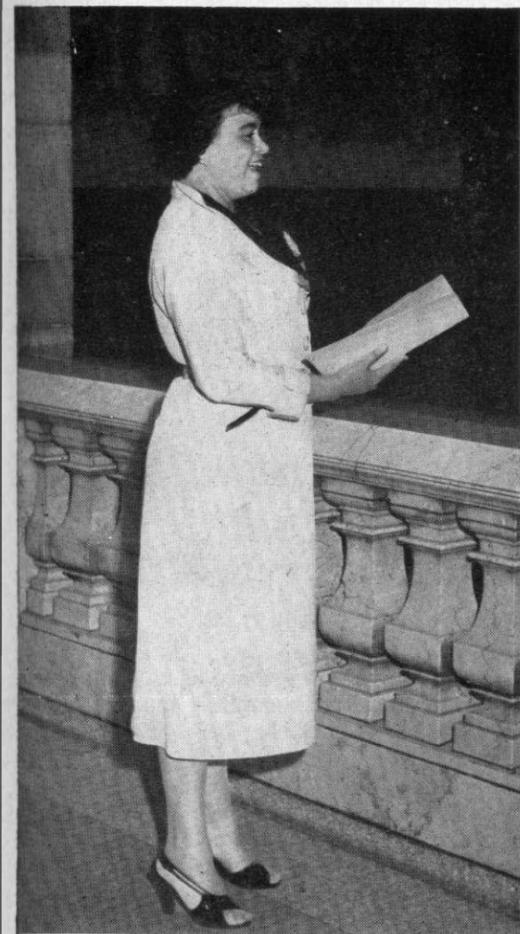
OUTGOING shipments are loaded by Lin Pulver (right). F. E. Delaney (center) is NYC Agent at Newark.



OBSERVING GROWTH of new rose, hybridizer E. S. Boerner checks notes to mark changes.



FLOAT made of thousands of pink "Ma Perkins" rose blossoms carried seven-year-old Susan Fogarty, who was princess of last year's festival. Colorful parade attracts 25,000 viewers annually.



### Singer

... Ethyl Wise appeared as guest soloist in Grand Central Terminal during National Music Week. In private life she is a public school teacher and wife of Aubrey Absalom, a New York Central business car Porter.



### Model engine

... is being used to help train Transportation Corps troops in Korea to run Army railroads there. Looking it over are Privates Jim Mellody (left) and Dick McLaughlin of Buffalo. Before entering the Army, Private McLaughlin worked for the Central at Buffalo. Now he is with 712th Railway Operating Battalion.



### Gardening

... is hobby of Glen Wagner, Night Agent at NYC's Linndale, O., station. Five years ago Glen started a small garden in his spare time to dress up the grounds. Now it is a 50' x 100' plot just west of the station and includes vegetables as well as flowers. Glen is particularly proud of the small ornamental tomatoes in his garden that grow in clusters like grapes.



### Gift

... from NYC to Baldwin-Wallace College, Berea, O., is this original drawing of one of the college's buildings. It was made for use on series of NYC dining car menus carrying descriptions of colleges located on the Central. Herbert H. Harwood (right), General Passenger Agent, Cleveland, made presentation to Dr. J. L. Knight, college president.

## HEADLIGHT HIGHLIGHTS



### Big fish

... was surprise bonus for NYC Signalman Will Sutherland (left) and friend Sam Van Tassel when they went shad fishing in Hudson River at Garrison, N. Y. They snared 251-pound sturgeon, biggest ever caught in area.



### Television star

... for a day was Rupert T. Waite, Chief of NYC's Freight, Tariff Bureau, New York. He was interviewed on Pegeen Fitzgerald's TV show in honor of his 30 years' service with Seventh Regiment, New York National Guard. Small record player concealed in model station on table plays record commending Mr. Waite.



### Winners

... of championship basketball tournament held at the railroad branch of the YMCA in Cleveland recently were, (front row, from left to right) scorekeeper A. Selenoi, coach Van Hill, R. Busser, R. Marabito, R. Koeth, and E. Hunt. In rear: L. Yendrai, R. Hartman, D. Drake, O. Walker, F. Ferra, A. Princie, and M. Yorkovich, all of NYC's Collinwood engine shop.



### Trophy

... was awarded Alyce Rutherford, of NYC's Communications department at Detroit, by NYC Camera Club there. Alyce was selected "Miss New York Central Camera Club of 1952." Presenting the trophy is Charles Fagin, president of the club. Prize-winning portrait of Alyce in background was taken by Howard Hutcheson, club's former president.

# Modern Methods, New Ideas Feature NYC Accounting

Once it was possible for a few clerks to do all of a railroad's bookkeeping by hand in a few ledgers. But that was long, long ago.

Today, 2,717 men and women are employed in the Central's Accounting department. Their work includes keeping detailed record of all money coming in and going out, writing more than three and a half million pay checks a year, and developing many statistical reports, including those required by the Interstate Commerce Commission and State regulatory commissions.

As the volume of accounting work has increased, the Central has kept pace by taking advantage of modern business machines. NYC was the first railroad to introduce machines that write a one-line pay draft. The Central was also the first private firm to use electronic calculators. Of the first six electronic calculators built by a manufacturer of business machines, four went to the U.S. government and the remaining two to the Central's Accounting department.

NYC maintains standing agreements with manufacturers of business machines to furnish the railroad with test samples



MODERN MACHINES like this check sorter, run by Grace Angelini, help NYC's Accounting department remain leader in the field.

of all innovations in their products. Taking advantage of up-to-date equipment, NYC Accounting department employes now do more work faster, easier and more accurately than was ever

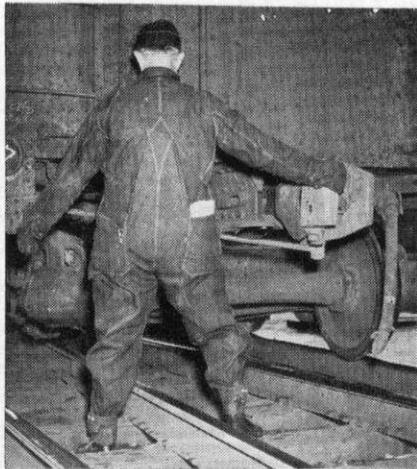
dreamed of in the days of the high stool and quill pen.

To maintain its leadership in efficiency and modernization, NYC's Accounting department formed a committee five years ago to make a continuous survey of ways to improve accounting operations.

The committee determined where new machines would help; what reports could be consolidated; which ones could be eliminated entirely; and where duplication of effort could be cut.

The study group also looked into such things as chair comfort, better office lighting and the most efficient size for desks. By modernizing offices and taking advantage of the latest designs in business equipment, NYC's Accounting department has been able to turn out more work, more efficiently.

Following out the theme of constant improvement, posters in the department's offices throughout the System proclaim, "There must be a better way." These posters serve as a standing invitation to all accounting employes to come up with new ideas for better ways of doing their work.



## What's RIGHT in this picture?

Coupling cars is an art—and it can also be dangerous unless the yard brakeman observes all safety precautions, as the one shown above is doing.

His hands, his feet and his body are exactly where they should be for this operation—that of lining up the knuckle of the coupler preparatory to connecting it with another car.

With his left hand he lifts the lever which unlocks the coupler. With his right hand he is adjusting

the unlocked coupler to the right angle for coupling.

Before stepping between the tracks (note the position of his feet) to do this, he has made certain that there is at least one car length between the car and the one to which it will be coupled. Also, his feet are out from under the coupler. This is to avoid possible injury in case the pin is broken and the knuckle comes loose as he adjusts it.

His body is away from the front of the car and at an angle, not only for the best working position but for obvious safety reasons.

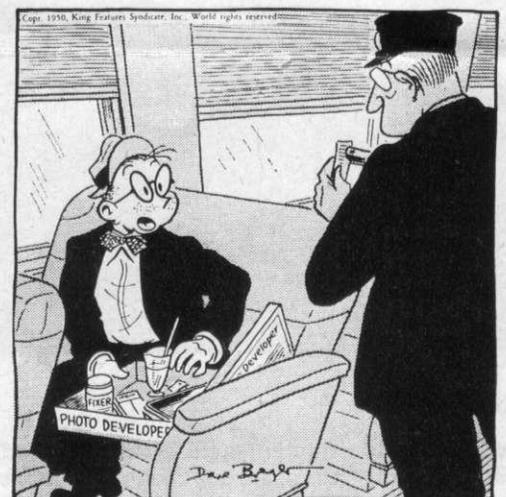
Once he has finished adjusting the knuckle, he will step out of the way until the engineman has coupled the car and tested the coupling. Then he will step in and connect the air line (note air hose at right of coupler). On passenger trains, the brakeman also connects the steam line, looking out for any hot water that may be dripping from it.

He knows that coupling cars calls for constant alertness. By observing the safety rules for his job he avoided becoming one of the 52 Central men injured while engaged in coupling operations last year and he will remain accident-free in '53.

## Quiz Answers

1. c. (by pressure treatment)
2. b. (a length of track of defined limits)
3. a. (60 per cent)
4. b. (\$6,500)
5. b. (Collinwood, O.)
6. a. (eight)
7. c. (seven inches)
8. b. (annual operating revenues of over \$1,000,000)
9. d. (Tom Swift)
10. b. (when displaying markers)

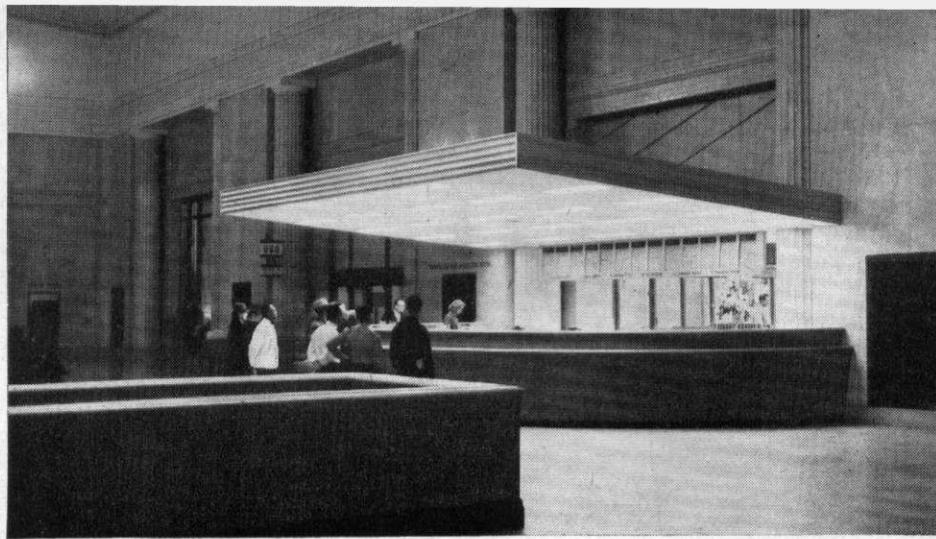
| Number correct | Rating      |
|----------------|-------------|
| All 10         | Outstanding |
| 7 to 9         | Excellent   |
| 4 to 7         | Fair        |
| 1 to 3         | Not so good |



"Let me know when we come to another tunnel, please."



TICKET SALESMEN (left to right) Dale Russell, Augusta Brown and Clayton Jewell use counterhigh ticket cases at Central's new Cleveland Union Terminal ticket office.



MODERNISTIC ticket counter is feature of new Cleveland passenger facility. The availability board suspended from the canopy tells at a glance what reserved accommodations are available on Central trains leaving Cleveland.

## New Ticket Office in Operation at Cleveland

THE Central's new experimental reservation and ticket sales facilities in the Cleveland Union Terminal are in full operation. Mayor Thomas A. Burke of Cleveland bought the first ticket at the modernistic, semi-circular counter in ceremonies which marked the recent opening.

The new installation speeds and simplifies the sale of railroad and Pullman tickets. It was designed after months of study and planning by NYC's Passenger Traffic department and the Cleveland consulting firm of Robert Heller & Associates. It's another step designed to increase passenger business by further improving service and making NYC travel even more convenient for customers using the Central's passenger services.

The new ticket counter is built beneath a special lighting and accoustical canopy and extends into the Terminal concourse from what formerly was the general waiting room. Each ticket salesman on duty is identified by an individual lighted name sign and has a counter-level ticket case at his position.

From their places at the counter, ticket salesmen can reach two revolving "tub" tables which contain the current week's supply of pre-printed tickets for reserved accommodations. The new type ticket eliminates the time-consuming need for ticket salesmen to write out tickets for every sale. Tickets for each type of accommodation are

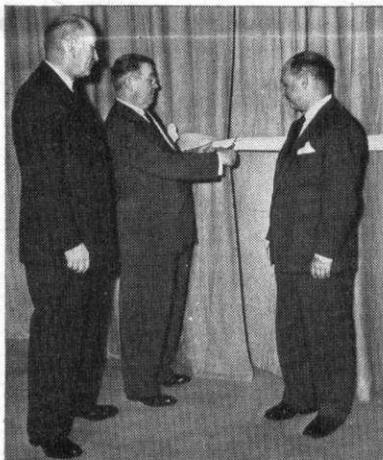
printed on different color papers—blue for roomettes, red for bedrooms, etc.

Seated at the revolving tables are telephone reservation clerks. When a passenger telephones for a reservation, the clerk writes the passenger's name on a paper hood and slips it over the proper ticket. This reserves the space until the passenger calls at the counter to buy it. A six-week's supply of tickets is kept on hand.

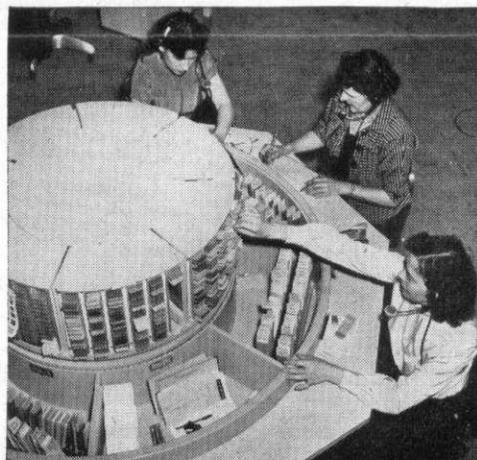
An availability board, one of the principal features of the new system, is suspended from the canopy and can be seen by ticket salesmen, reservation clerks, and customers. Identical information, showing on the reverse side, is visible to telephone information clerks, located behind the new ticket office. Lights, colored to correspond with the colors of tickets, indicate at a glance the space available.

Passengers who have long itineraries or complicated travel plans are directed by passenger representatives to a new room adjacent to the ticket counter. In this special service lounge, they may sit in comfortable chairs at the desks of salesmen who will handle their travel needs.

Space beside the new ticket office has been provided for supervisors and the ticket office accounting section. The entire new office is painted in pleasant pastel shades. In keeping with this tone, soft music is played intermittently over a special sound system.



R. H. McGRAW (left), General Manager; consultant Robert Heller watch Mayor Burke cut ribbon.



RESERVATION CLERKS work at new table holding pre-printed tickets. From left: Carolyn King, Frances Cutler and Emma Miller.



AVAILABILITY BOARD is visible to reservation and information clerks. They now can tell from their posts behind ticket counter how much space is open.

# NYC Men Lift Revenues By 'Picking Up' Weight

Alert freight station men are helping to plug an important revenue leak.

Their eagle eyes, and the use of freight house scales, are catching short-weight errors in shipping orders and waybills. When a shipment they're handling looks or feels heavier than the weight listed for it, they put it on the scales. Station Service Committees over the System are promoting this double-checking of less-than-carload freight. Since the first of this year, when their campaign began, approximately 400,000 pounds have been "picked up"—tonnage NYC otherwise wouldn't have collected for.

Weight errors can result from mix-ups in the shipping room, mistakes in copying from shipping order to waybill, or other slip-ups in the process of getting freight on its way. Whatever the cause, the men in NYC's freight houses are out to nail the errors.

Leading the poundage parade, T. J. Ganzer, Clerk at Erie, Pa., has picked up over 14,000 pounds by checking actual weights of shipments against billed weights.

Working as a two-man team, Checker G. H. Falk and Caller S. Styc, of Utica, N. Y., NYC's biggest l.c.l. transfer point, hit the jackpot with a single shipment of ten empty cable reels that weighed 12,040 pounds more than their waybill showed. These two Central men have picked up a total of 12,387 pounds at the Utica transfer station.

Forty-four Central men have picked up from 1,000 to 8,500 pounds each. Of this number, 27 have become members of the Service Committee "Tonners' Club" by picking up a ton or more. Forty-five freight station employees have picked up from 100 to 1,000 pounds



TONNERS' CLUB at Utica, N. Y., freight station, consists of (front row, left to right) M. Washburn, G. Falk, S. Styc and A. Lovecchio. In rear: J. Konior, A. Decesare, H. Frye, R. Dote.

apiece in l.c.l. shipments via NYC.

Although it started with l.c.l. freight, the idea has spread to carload shipments also. At Little Falls, N. Y., S. J. Burns, Chief Clerk in the freight office, noticed a difference in the waybills for two carloads of cocoa beans. The carload with the greater number of sacks was billed at lighter weight than the one with fewer sacks. Checking revealed an error in transferring of figures from shipping order to waybill. Mr. Burns' alertness avoided loss of revenue for 187,390 pounds of cocoa beans.

In addition to watching the actual weights of shipments, freight station employees also are making sure that shipments conform to regulations governing size. For example, shipments that are too big to be handled in regular box cars are subject to extra charges. J. A. Tunstal,

Foreman at Worcester, Mass., recently spotted \$125.80 additional revenue the Central was entitled to on a single 50-foot-long shipment.

The campaign has turned out to be a two-way street, with some errors being found in favor of shippers. In one case at Gibson, Ind., Checker P. Huitsing was going over a shipment of 40 fibre cases which the shipper had billed at 1,180 pounds. On checking, he found the shipment weighed only 800 pounds. The shipper was doubly grateful for being notified—his shipping room had sent the wrong freight.

The Central's eagle-eyes know that jobs depend on the revenue earned by the freight that passes through their hands. They're out to make sure their jobs stay secure by seeing to it that the freight pays its way.

## New Bridge

(Continued from page 1)

be used to maintain rail movements.

Powerful electric hoists and huge steel-encased concrete counterweights will be able to lift the spans to 135 feet above the water in 90 seconds to permit passage of river craft. They will be lowered at the same speed, which is twice as fast as the present bridge can operate.

The first section of the bridge will be completed late in the summer of 1954. Its two tracks and two on the present bridge will be used from then until the second section is finished. By 1956 all work on the new span is expected to be completed and the old bridge will be dismantled.

The new structure will be the fifth—and finest—NYC bridge at the site. In 1841 and 1856 wooden bridges were erected to carry railroad tracks across the river at the spot. The third structure was a double-track iron bridge, built in 1871. The present steel bridge, built in 1897, has been modernized many

times to care for the increasing weight of trains. The new one, built for the future, will be able to carry the heaviest foreseeable trains. Construction of the new bridge is being coordinated with various highway improvements in the immediate area.

## Research Group

(Continued from page 1)

tual gathering of information for the study. Now the results are being tabulated and analyzed.

Some of the other subjects the research group will look into include the development of potential new markets for railroad freight transportation, the streamlining of yard operations, the expanded use of short-haul highway truck transport in conjunction with rail movement, and the handling of less-than-carload freight.

Other fields in which NYC has established research groups include the Equipment department, where a research and development staff has been created to deal with new materials and

their applications and with such long-range projects as gas turbines and atomic power. An intensive study of NYC passenger operations also has been under way with the aid of an outside consulting firm.

Mr. Nye has been with the Central since 1926. He has held positions in the Engineering, Safety and Freight Traffic departments and was Assistant to Vice President, Finance, until his most recent appointment.

## TRAFFIC TIP

(Fill out and hand to your supervisor)

I understand that \_\_\_\_\_ (date)

\_\_\_\_\_ (name of prospective customer)

whose address is \_\_\_\_\_

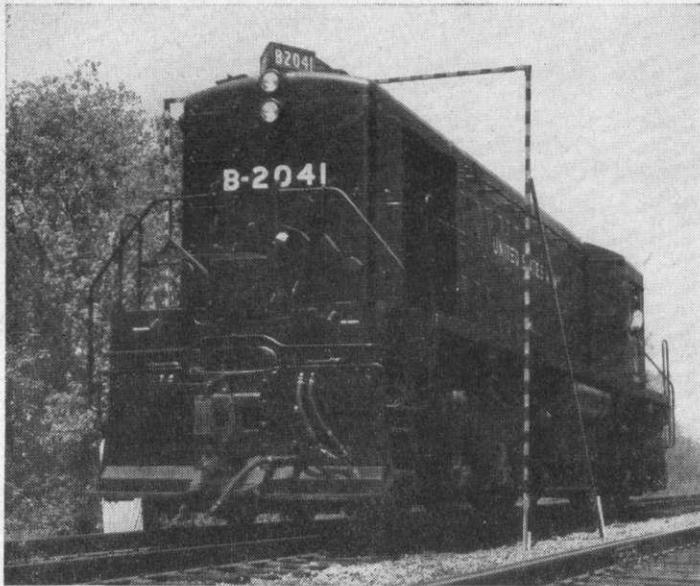
may ship some freight

may make a trip

(please sign your name) \_\_\_\_\_

(Position) \_\_\_\_\_

(Location) \_\_\_\_\_



**SLIM** Army diesel clears frame set up to simulate tunnel as camera grinds away in making of television movie. Designed for Army use anywhere in world, engine features trim, compact build.



**REGULAR SIZE** road diesel from Central's fleet splinters frame going through. Railroads in U.S. don't have clearance problems found on trackage abroad, where Army engines may have to work.

## Central Men 'On Stage' in TV Film

**E**ARLY one recent Sunday morning a four-mile stretch of NYC track between Albany and Troy, N. Y., became a television "stage." New York Central men and equipment were major supporting players in the TV "short" that was filmed.

Star of the show was a new-type diesel locomotive built for the U. S. Army by American Locomotive Co. and General Electric Co. The film was made for use on GE's Sunday night Fred Waring show, which reaches a network of millions. It was presented on the June 7 program.

The locomotive was designed with special emphasis on compactness so that it can get through narrow tunnels and other limited clearances likely to be encountered in the far-flung parts of the world where the Army Transportation Corps may be called on to operate.

Both camera crew and engine crew were "on location" for the filming. The special engine was readied on one track. On the next was a regular NYC switcher which served as a camera "dolly," running ahead of the Army engine. Shots also were made from the ground. NYC Pacemaker freight cars "got into the act" as consist in some of the train scenes.

Demonstrating the slimness of the Army engine, a wooden frame was set up to represent a tunnel. The camera ground away as the Army locomotive made a clean run through it. Then a regular NYC road diesel came down the track. The frame splintered as the big road engine pushed its way through.



**CAMERA** is lashed securely to a regular NYC diesel switcher. It ran on next track, slightly ahead of engine being filmed.



**ENGINEER** F. R. Decatur (top, left), Fireman E. P. Farnan, Engineer Eric Maki (lower left), Fireman Ed Forget had film cab roles.

The special diesel has extra-long axles so the wheels can be adjusted to run either on standard American gage track, or on varying gage tracks in foreign countries. For possible use in arctic climates, it's equipped with special heaters that make it possible to start the engine easily in temperatures as low as 65 degrees below zero.

The army engine is 56½ feet long, 13½ feet high from the rails and 9½ feet wide. A regular NYC road switcher is 55'11¾" long, 10¼" wide and

14'5⅞" high. The special locomotive has an Alco 12-cylinder engine, supercharged for extra horsepower and for efficiency at high altitude. It has six motor-driven axles, two more than the usual number.

The special diesel used in the television movie has been working on the Central for several months. NYC has been helping the Army Transportation Corps by testing two of these engines under actual railroad operating conditions.



Miss Johnson

## VIEWES around the System

# What The World Needs

NYC employes at various points on the System were asked, "What invention, not yet in existence, do you think the world needs most at this time?" Their answers are given below.

**Lorraine Johnson**, Stenographer, Chicago: There are times when I think the greatest invention would be an automatic machine into which the seven men I work for could dictate directly and have it appear on a Central letterhead in finished form—with 14 copies. Seriously, I think inventions to promote peace are needed most. Man can do almost anything. He ought to be able to find a way to get along with his fellows.

**Ray Sagendorph**, Driver, Albany, N. Y.: The one most-needed invention is something to make auto driving safer and prevent accidents. Maybe a foolproof governor to keep cars from going over 55 or 60 miles an hour, or maybe a foolproof driver is the answer—if somebody ever

could invent one.

(Interestingly, Mr. Sagendorph in 29 years of driving autos for NYC has never had an accident.)

**Mayme Mc Nerney**, Clerk, Syracuse, N. Y.: I think a cure for ulcers would be a great blessing. In fact, I once tried to invent one myself. My mother suffered terribly from ulcers. She found mutton tallow in warm milk gave relief. I tried to find a way to put the tallow in capsule form. Maybe some day somebody will do it.

**A. W. Clemmer**, Trainmaster, Urbana, Ill.: Offhand, I can't think of the world's most needed invention, but something to stop autos from going across railroad crossings when trains are approaching would certainly help a lot.



Miss Mc Nerney



Mr. Sagendorph



Mr. Clemmer

## V. P. of Purchases Named; Others Get New Posts

**Allan L. Prentice** has been appointed Vice President, Purchases, of the Central, succeeding **Frank S. Austin**, who has retired after 43 years with NYC.

Mr. Prentice joined the Central in 1914 as Timekeeper in the Maintenance of Way department. Mr. Austin's railroad career began in 1909, when he joined the Boston & Albany as Chainman in the Maintenance of Way department.

**R. I. Renfrew** has been appointed General Purchasing Agent at New York.

**H. D. Johnston**, formerly Manager, Freight Transportation, has been appointed to the new position of Manager of Power Utilization. **C. S. Hill**, formerly Assistant to Vice President, has been named Assistant Manager of Power Utilization. **K. L. Metzman**, formerly Assistant Manager, Freight Transportation, has been named Office Manager in the office of the Assistant Vice President-Transportation.

Activities formerly carried on by the Freight Transportation department have been regrouped—some of them under the Assistant Vice President-Management Services and some under the Assistant Vice President-Transportation.

**H. J. Slavin**, formerly Superintendent, Freight Service, has been appointed to the new post of Manager of Train Operations. **H. Colvin** has been appointed

Assistant Manager of Train Operations.

**T. D. Shonts**, formerly Superintendent, Freight Equipment Distribution, has been appointed Manager of Car Utilization. **M. L. Richards** has been named Assistant Manager of Car Utilization.

All of these Operating department posts are headquartered in New York.

Reporting to the Vice President, Passenger Services, **Ralph C. Trinkner** has been appointed Assistant to Vice President (Passenger Equipment). Mr. Trinkner will be chiefly concerned with coordinating passenger car maintenance work with equipment needs.

**L. B. McMillen** and **Roy L. Milbourne** both have been appointed Assistant to General Freight Traffic Manager at New York. **Daniel G. Carroll** has been appointed Assistant to Freight Traffic Manager, New York.

**Harold T. Miller** has been named Assistant to Freight Traffic Manager at Cleveland. **Robert W. Lemon** has been appointed General Agent, Freight Traffic department, also at Cleveland. **John Dan, Jr.**, has been made General Agent at Toledo, O.

Appointed District Managers of Equipment in the Equipment department are **W. C. Wardwell** at New York; **M. R. Benson** at Detroit; **J. H. Saltz-gaber** at Indianapolis; and **T. J. Lyon** at Chicago.

Other Equipment department appointments include:

**G. R. Gividen** as Assistant to General Superintendent-Passenger Cars, at New York; **P. R. Oliver** as Assistant to General Superintendent-Repair Tracks, at New York; **O. L. Easton** as Superintend-

ent of the Central's East Buffalo Car Shop.

**S. D. Foster** as Assistant to General Superintendent-Back Shops; **C. L. Hall** as Assistant to General Superintendent-"A" Shops; and **H. L. McIlveen** as Assistant to General Superintendent-"B" and "C" Shops, all at Collinwood, O.

**H. H. Duehne** as Assistant Engineer-Locomotive Services, at New York; **F. L. Hoffman** as Assistant District Manager-Locomotive; **J. J. Larson** as Assistant District Manager-Car; **J. C. Shannon** as Master Mechanic-Locomotives; and **J. W. Hespen** as Master Mechanic-Car, all at Detroit.

**R. F. Culbreth** as Master Mechanic-Locomotive and **M. W. Reum** as Master Mechanic-Car, both at Jackson, Mich.



## HEADLIGHT

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*Between  
you and me*

## RAILROADING IS A BUSINESS

Sometimes railroad men get an idea that railroading is something different from other business, but that is a wrong idea. New York Central has a credo, which is

"Our aim must always be to provide for the public the best possible service; to produce that service efficiently and economically; to sell it in abundance; to provide good pay and working conditions for our employes; to pay our debts, and to pay our shareowners an adequate dividend."

This merely sums up what every business has to do if it's going to be successful, and it applies as well to a railroad as it does to a grocery store or an industrial giant. The first and foremost requirement for any business to be successful is to provide a high quality of service and be able to sell it. On the New York Central, that means that we must provide the highest quality of passenger and freight service, and we can sell the service if it is high quality. The next requirement is that we must produce that service efficiently and economically, and that's a job for all of us, whether we are in the management class or not, although, of course, management must bear the primary responsibility. However, management needs every one of you to do it successfully.

No one, I hope, will dispute the fact that our debts must be paid, and then we come to the situation that requires a balance as between the interest of our employes and the interest of our shareholders. Each requires good pay—one in the form of wages for labor performed, and the other in the way of dividends for capital invested. Many of our employes are shareowners and know that dividends have been inadequate for a period of over twenty years. That's bad!

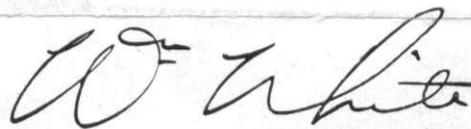
There will always be need for money to make improvements and to buy equipment. Some of our requirements can be met by borrowing, but there is a limit to that, and of course all of it must come out of earnings in the final analysis. Our earnings haven't been adequate, and a large part of those inadequate earnings has been retained to provide money for improvements. To the extent that earnings have been retained and not paid out as dividends to the stock-

holders, we have been using stockholders' money to provide new equipment, diesel maintenance facilities, tools, machinery, etc., all of which make our jobs possible. In fact, for every employe on the railroad there is today a net investment of \$20,000 to make possible his job and to make it possible for us to transport goods and people.

The owners of shares of New York Central capital stock are the people who own our company. They are no different from the landlord who owns a piece of property and rents it to someone else. The landlord expects and gets a fixed rental. Why? Because he invested his money in the property. He is entitled to his rent. Nobody ever disputes that. The shareowner is in the same position. Instead of buying a piece of property for which he received title, he bought a share of our property represented by his stock certificate and he wants his rent too. It is our duty to earn it for him.

I am not denying that employes are entitled to good wages for their labor. In fact they should be well paid. Railroad employes now receive in wages more than 50 cents of every dollar we take in, and when payroll taxes are added it is considerably more. In other types of business, employes receive anywhere from 28 to 42 cents of the dollar those industries take in from the sale of their products, so you can see that railroad employes already get a big "piece of the pie." Yet, we have to run our business just like every other business, as exemplified in the credo quoted above. As Sherlock Holmes would say, "It is elementary, Dr. Watson," and we in the railroad business can't escape the fact that we must conduct our business just like every other business. We are subject to the same economic laws.

Next month I am going to tell you what you can do about all this.



President

### Summer Travel Starts

Summertime is here again—the season when Americans traditionally go on vacation trips. Some experts think this may prove to be the biggest summer in history for vacation travel.

The Central's passenger fleet is ready to serve the many thousands of travelers who will use NYC trains en route to summer play spots, scenic wonderlands, and busy cities. To attract more custom-

ers, the family fare plan offers great savings to families traveling by coach. Three or more adults traveling together may save up to 25 per cent on their fares under the group travel plan, another business-getting attraction.

NYC has the largest fleet of diesel locomotives of any railroad and hundreds of modern coaches and sleeping cars are ready to serve vacationers.

But these things alone are not enough. What most people will remember about

their vacation trips on the Central is the quality of service they receive. The welcoming smile, the courteous response to questions, polite assistance for the unseasoned traveler, smooth handling of trains by crews, clean equipment—these are among the things they will remember. And these are things that can be given only by NYC employes. Giving them in abundance will mean satisfied customers who will think of NYC first when they want to travel again.